



U.S. Department
of Transportation

**Federal Aviation
Administration**

AVIATION SAFETY INSPECTOR

FG-1825-9/11/12

Question Booklet for the
***GENERAL
AVIATION
OPERATIONS***
OPTION

Option Code: GO

Aviation Careers Division
AMH-300 (4/99)

**AVIATION SAFETY INSPECTOR
GENERAL AVIATION OPERATIONS (GO)
QUESTION BOOKLET**

GENERAL INFORMATION

This question booklet is intended to identify factors which distinguish between qualified applicants. The questions relate to only those factors which would make an applicant better qualified for the general aviation operations option of the aviation safety inspector occupation. Basic qualifications are determined by your answers to the questions on the Aviation Safety Inspector FG-1825-9/11/12 Application for Employment, FAA Form 27152. Your responses to the questions in this booklet will be used to rank your application for the general aviation operations option.

After your answers are scanned, a Qualification Summary will be generated reflecting all of your answers. Your Qualification Summary will be included with your Notice of Results. You should review these documents for accuracy and notify the Aviation Careers Division if any corrections are required. Therefore, you should keep this question booklet and a copy of your completed Answer Sheet for Aviation Safety Inspector FG-1825-9/11/12, FAA Form 27152-Answer Sheet, to assist in this review.

When you are referred for employment consideration, your Qualifications Summary and Supplemental Qualifications Statement, FAA Form 27152-SQ, will be provided to the selecting official. **Your employment consideration could be adversely affected by any inconsistencies between these documents.**

INSTRUCTIONS

Record your answers to the questions from this question booklet in the RESPONSES section of FAA Form 27152-Answer Sheet. The first 13 questions are to be completed by all applicants. You only need to answer the remaining questions for work experience areas that apply to you. For your convenience, a list of all work experience areas, all positions within those areas, and the corresponding question numbers are listed on pages iv-v of this booklet.

NOTE: Throughout the question booklet, when the answer choices are "No" or "Yes," the first answer choice, (a), is "No," and the second answer choice, (b), is "Yes."

Select only one answer per question. Any question not answered defaults to (a). If more than 1 oval is blackened for any one question, the answer defaults to (a).

Unless otherwise indicated, only FAA ratings, designations, and authorizations can be claimed; these questions do not apply to an industry or military equivalent.

For questions concerning formal education, any degree claimed must be a bona fide degree, such as a bachelor's degree, from an accredited college or university. Certificates and licenses can not be substituted for a degree. Only the highest degree held should be claimed.

If you answer (a) or "no" to having had experience in a particular work experience area or to having held a particular position, the scoring program automatically skips to the next section of questions and will not credit any answers given under that work experience area or position.

Part-time positions must be prorated based on a 40-hour workweek. For example: If you held a part-time position for 1 year during which you worked an average of 10 hours per week, you should claim 3 months of experience; i.e., 25% of 1 year. If you worked more than 40 hours per week, you may only take credit for 40 hours.

You must have actually held each position described; assignments in an acting or relief capacity can not be claimed. Any positions claimed on the FAA Form 27152-Answer Sheet must also be listed on your FAA Form 27152-SQ.

References to certain parts of the Federal Aviation Regulations (Title 14 of the Code of Federal Regulations) are listed by their part number; e.g., part 121.

The following codes are to be used on FAA Form 27152-SQ, in the Type of Operation section under Aviation Employment History, when claiming work experience areas covered in this question booklet:

<u>CODE</u>	<u>Type of Operation</u>
121	Part 121 Operators
135A	Part 135 Operators (Airplane)
91A	Part 91 Operators (Airplane) (Includes public use)
125	Part 125 Operators
129	Part 129 Operators
137A	Part 137 Operators (Airplane)
141A	Part 141 Pilot Schools (Airplane)
142A	Part 142 Training Centers (Airplane)
61A	Part 61 Training Centers (Airplane)
61R	Part 61 Training Centers (Rotorcraft)
91R	Part 91 Operators (Rotorcraft) (Includes public use)
127	Part 127 Operators
133	Part 133 Operators
135R	Part 135 Operators (Rotorcraft)
137R	Part 137 Operators (Rotorcraft)
141R	Part 141 Pilot Schools (Rotorcraft)
142R	Part 142 Training Centers (Rotorcraft)
MilA	Military Flight Operations (Airplane)
MilR	Military Flight Operations (Rotorcraft)
Oth	Other Aviation Experience (Specify)

SEND COMPLETED FORMS TO:

**DOT/ FAA, Mike Monroney Aeronautical Center
Aviation Careers Division, Attn: AMH-300
P.O. Box 26650
Oklahoma City, OK 73126**

FOR ADDITIONAL INFORMATION:

<http://jobs.faa.gov/>
or
www.jobs.faa.gov

(405) 954-4657

PRIVACY ACT AND PUBLIC BURDEN STATEMENTS

Public Law 104-50 allows the Federal Aviation Administration to rate applicants for employment. We need the information on this application questionnaire to see how well your education and work skills qualify you for employment with the FAA. We also need information on matters such as citizenship and military service to see whether you are affected by laws we must follow in deciding whom the Federal government may employ.

Executive Order 9397 authorizes the solicitation of your Social Security Number (SSN) for use as an identifier in personnel records management to assure proper identification of applicants throughout the selection and employment process. The information we collect on this questionnaire, including your SSN, will be used for employment purposes, and it may also be used for statistical studies or computer matching with other government files. Furnishing your SSN or any of the other information requested in the vacancy announcement is voluntary; however, failure to provide this information will prevent the processing of your application and will prevent your consideration for employment. The nature of the information received is confidential, and authorized officials will handle it appropriately. This information becomes part of a Privacy Act System of Records as identified in 5CFR 552a, under OPM/GOVT-1: General Personnel Records.

We estimate it will take you 60 minutes or less to complete this form, including the time required to read the instructions, provide the requested information, and review your responses. Send comments regarding this estimate or any other aspect of the collection of information, including suggestions for reducing the burden, to the Federal Aviation Administration, Assistant Administrator for Human Resource Management, 800 Independence Avenue, SW, Washington, D.C. 20591.

Definitions of Some Terms Used in the Question Booklet

Airplane Simulator - A device which duplicates a specific airplane cockpit and is capable of closely representing the actual airplane through various ground and flight regimes (To be classified as an airplane simulator, it must have met the provisions set forth in Advisory Circular 121-14 or Advisory Circular 120-40 or any subsequent amendments.)

Check Instructor - A person employed by a part 141 pilot school who has been designated in accordance with part 141.37 to conduct student stage checks, end-of-course checks and instructor proficiency checks

Designated Pilot Examiner - A person who has been approved by the Federal Aviation Administration to act for the Administrator in the conduct of flight tests and issuance of temporary pilot certificates and ratings to qualified applicants

Electronic Flight Instrument System (EFIS) - Cathode-ray tube based electronic display systems used for guidance, control, or decision-making by pilots

Global Positioning System (GPS) - A space-based radio positioning, navigation, and time transfer system developed by the Department of Defense

Inertial Navigation System (INS) - A totally self-contained navigation system, comprised of gyros, accelerometers, and a navigational computer, which provides aircraft position and navigation information in response to signals resulting from inertial effects on system components, and does not require information from external sources

OMEGA - A navigation system receiving signals from a network of eight transmitting stations located throughout the world to provide world-wide signal coverage, transmitting in the Very Low Frequency (VLF) band

Operators certificated under part 125 - Operators operating U.S.-registered civil airplanes which have a seating configuration of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more when common carriage is not involved (This does not include airplanes which are required to be operated under part 121, 129, 135, or 137 OR airplanes operated outside the United States by a person who is not a citizen of the United States.)

Operators certificated under part 133 - Operators conducting rotorcraft external load operations in the United States

Operators certificated under part 137 - Operators conducting agricultural aircraft operations in the United States

Pilot Proficiency Examiner (PPE) - A person who has been approved by the Federal Aviation Administration to act for the Administrator in the conduct of proficiency flights

Rotorcraft Simulator - A device which duplicates a specific rotorcraft cockpit and is capable of closely representing the actual rotorcraft through various ground and flight regimes (To be classified as a rotorcraft simulator, it must have met the provisions set forth in Advisory Circular 121-14 or Advisory Circular 120-63 or any subsequent amendments.)

Training Center Evaluator (TCE) - A person employed by a part 142 training center authorized to conduct practical tests for certification, to conduct proficiency/competency checks or to act as a check airman for contracting operators operating under part 121, 125, or 135

Work Experience Areas and Positions

Question Numbers

Part 121 and Part 135 Operators (Airplane)	16. - 17.
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Part 91, 125, 129, and 137 Flight Operations Experience (Airplane) (Includes

Public Use Airplanes)	78.
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Director of Training/Assistant Director of Training/Program Manager (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)	159. - 167.
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Pilot-in-Command (PIC).....	170. - 181.
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Training Center Evaluator (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)	205. - 212.
Chief Flight Instructor/Assistant Chief Flight Instructor	213. - 219.
Director of Training/Assistant Director of Training/Program Manager (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)	220. - 228.
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Chief Pilot (Parts 127 and 135)	241. - 248.
Director of Operations (Parts 91 and 133)	249. - 253.
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Military Flight Operations Experience (Airplane)	262.
Aircraft Commander.....	263. - 271.
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STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator	284. - 291.
Squadron Operations Officer	292. - 299.
Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander	300. - 307.
Military Flight Operations Experience (Rotorcraft)	308.
Aircraft Commander.....	309. - 317.
Instructor Pilot (Simulator)	318. - 320.
Instructor Pilot (Flight).....	321. - 328.
STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator	329. - 335.
Squadron Operations Officer	336. - 342.
Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander	343. - 349.

1. What is the highest level of education that you have completed?
 - (a) High school graduate or equivalent
 - (b) Some college but no degree
 - (c) Associate degree
 - (d) Bachelor's degree
 - (e) Master's or Doctorate degree
2. How many FAA commercial pilot or ATP airplane type ratings, which are not limited to VFR, do you hold?
 - (a) None
 - (b) 1
 - (c) 2 to 4
 - (d) More than 4
3. Have you been an FAA designated pilot examiner (except for a part 142 training center) on single engine airplanes?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
4. Have you been an FAA designated pilot examiner (except for a part 142 training center) on a multiengine airplane?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
5. Have you been an FAA designated pilot examiner (except for a part 142 training center) on an airplane requiring a type rating?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
6. Have you been designated as an FAA pilot proficiency examiner (PPE) (except for a part 142 training center) on airplanes?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
7. Have you been an FAA designated pilot examiner (except for a part 142 training center) on rotorcraft?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
8. Have you been designated as an FAA pilot proficiency examiner (PPE) (except for a part 142 training center) on rotorcraft?
 - (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
9. How many flight hours have you flown in a turbine-powered airplane while holding a position of pilot-in-command?
 - (a) Less than 100 hours
 - (b) 100 to 1000 hours
 - (c) 1000.1 to 3000 hours
 - (d) More than 3000 hours
10. How many flight hours have you flown in an airplane over 12,500 pounds gross takeoff weight while holding a position of pilot-in-command or second-in-command?
 - (a) Less than 100 hours

- (b) 100 to 1000 hours
- (c) 1000.1 to 3000 hours
- (d) More than 3000 hours

11. How many flight hours have you flown in a multiengine rotorcraft while holding a position of pilot-in-command?
- (a) Less than 100 hours
 - (b) 100 to 500 hours
 - (c) 500.1 to 1000 hours
 - (d) More than 1000 hours
12. Have you previously been employed by the FAA in the position of Aviation Safety Technician, GS-1802 or FG-1802?
- (a) No
 - (b) Yes
13. Have you previously been employed by the FAA in the position of Aviation Safety Inspector, GS-1825 or FG-1825?
- (a) No
 - (b) Yes

If you answered (a) to question #13, go to question #16; if you answered (b), continue in this section.

14. What was the highest grade level that you held as an Aviation Safety Inspector with the FAA?
- (a) GS-5 or FG-5
 - (b) GS-7 or FG-7
 - (c) GS-9 or FG-9
 - (d) GS-11 or FG-11
 - (e) GS-12 or FG-12 or above
15. How long were you at the grade level answered in question #14?
- (a) Less than 1 year
 - (b) 1 year or more

WORK EXPERIENCE AREA:

Part 121 and Part 135 Operators (Airplane)

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

16. Have you had at least 1 year of experience as a pilot on an airplane with an operator operating under part 121 or part 135 AND have you successfully completed at least one annual proficiency checkride with an operator operating under part 121 or part 135?
- (a) No
 - (b) Yes
17. Have you had at least 1 year of experience in either a higher level flight management or instructor position with an operator operating under part 121 or part 135?
- (a) No
 - (b) Yes

If you answered (a) to both questions #16 and #17, go to question #78; if you answered (b) to either question #16 or #17 continue in this section.

POSITION: Pilot-in-Command (PIC)

18. Have you held a position as a PIC of an airplane with a part 121 operator?

- (a) No
- (b) Yes

19. Have you held a position as a PIC of an airplane with a part 135 operator?

- (a) No
- (b) Yes

If you answered (a) to both questions #18 and #19, go to question #29; if you answered (b) to either question #18 or #19, continue in this section. Combine all PIC experience you have had with part 121 or part 135 operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE ON AIRPLANES.

20. Did you fly pressurized airplanes while holding the position of PIC with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

21. Did you fly turbine-powered airplanes while holding the position of PIC with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

22. Did you fly airplanes over 12,500 pounds maximum certificated takeoff weight while holding the position of PIC with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

23. Did you utilize GPS, OMEGA, and/or INS specialized means of navigation while holding the position of PIC of an airplane with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

24. Were you qualified to make category II and/or III approaches while holding the position of PIC of an airplane with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

25. Did you fly airplanes equipped with electronic flight instrument systems (EFIS) while holding the position of PIC with a part 121 or 135 operator, excluding flight instruction?

- (a) No
- (b) Yes

26. How many airplane multiengine flight hours have you logged as a PIC with a part 121 or 135 operator, excluding flight instruction hours given?

- (a) Less than 500 hours
- (b) 500 to 3000 hours
- (c) More than 3000 hours

27. How long were you a PIC of an airplane with a part 121 or 135 operator?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

28. When was the last time you held the position of PIC of an airplane with a part 121 or 135 operator?

- (a) Over 3 years ago

- (b) Between 1 and 3 years ago
- (c) Within the past year

POSITION: Simulator Instructor

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANE SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

- 29. Have you held a position as an instructor on an airplane simulator with a part 121 operator?
 - (a) No
 - (b) Yes
- 30. Have you held a position as an instructor on an airplane simulator with a part 135 operator?
 - (a) No
 - (b) Yes

If you answered (a) to both questions #29 and #30, go to question #34; if you answered (b) to either question #29 or #30, continue in this section. Combine all simulator instructor experience you have had with part 121 or part 135 operators in answering these questions.

- 31. Have you taught an airplane type rating course as a simulator instructor with a part 121 or 135 operator?
 - (a) No
 - (b) Yes
- 32. How long were you an instructor on airplane simulators with a part 121 or 135 operator?
 - (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
- 33. When was the last time you held a position as an instructor on airplane simulators with a part 121 or 135 operator?
 - (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Flight Instructor

- 34. Have you held a position as a flight instructor in an airplane with a part 121 operator?
 - (a) No
 - (b) Yes
- 35. Have you held a position as a flight instructor in an airplane with a part 135 operator?
 - (a) No
 - (b) Yes

If you answered (a) to both questions #34 and #35, go to question #46; if you answered (b) to either question #34 or #35, continue in this section. Combine all flight instructor experience you have had with part 121 or part 135 operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE ON AIRPLANES.

- 36. Did you give flight instruction in pressurized airplanes with a part 121 or 135 operator?
 - (a) No
 - (b) Yes
- 37. Did you give flight instruction in turbine-powered airplanes with a part 121 or 135 operator?
 - (a) No

(b) Yes

38. Did you give flight instruction in airplanes over 12,500 pounds maximum certificated takeoff weight with a part 121 or 135 operator?
(a) No
(b) Yes
39. Did you give flight instruction on GPS, OMEGA, and/or INS specialized means of navigation in an airplane with a part 121 or 135 operator?
(a) No
(b) Yes
40. Did you give flight instruction in airplanes equipped with electronic flight instrument systems (EFIS) with a part 121 or 135 operator?
(a) No
(b) Yes
41. Did you give flight instruction in airplanes for category II and III approach authorizations with a part 121 or 135 operator?
(a) No
(b) Yes
42. How many airplane multiengine flight instruction hours have you given with a part 121 or 135 operator?
(a) None
(b) More than 0, but less than 500 hours
(c) 500 to 1000 hours
(d) More than 1000 hours
43. How many airplane flight instruction hours have you given with a part 121 or 135 operator?
(a) Less than 500 hours
(b) 500 to 2000 hours
(c) More than 2000 hours

PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

44. How long were you a flight instructor in an airplane with a part 121 or 135 operator?
(a) Less than 1 year
(b) 1 to 3 years
(c) More than 3 years
45. When was the last time you held a position as a flight instructor in an airplane with a part 121 or 135 operator?
(a) Over 3 years ago
(b) Between 1 and 3 years ago
(c) Within the past year

POSITION: Check Airman

46. Have you held a position as an airplane line and/or proficiency check airman with a part 121 operator?
(a) No
(b) Yes, for less than 1 year
(c) Yes, for 1 year or more
47. Have you held a position as an airplane line and/or proficiency check airman with a part 135 operator?
(a) No

- (b) Yes, for less than 1 year
- (c) Yes, for 1 year or more

If you answered (a) to both questions #46 and #47, go to question #60; if you answered (b) or (c) to either question #46 or #47, continue in this section.

48. Have you held a position as an airplane proficiency check airman with a part 121 operator?

- (a) No
- (b) Yes

49. Have you held a position as an airplane instrument proficiency check airman with a part 135 operator?

- (a) No
- (b) Yes

If you answered (a) to both questions #48 and #49, go to question #60; if you answered (b) to either #48 or #49, continue in this section. Combine all airplane instrument proficiency check airman experience you have had with part 135 operators and airplane proficiency check airman experience you have had with part 121 operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE ON AIRPLANES.

50. Did you hold an instrument proficiency check airman authorization for a part 135 operator or proficiency check airman authorization for a part 121 operator on pressurized airplanes?

- (a) No
- (b) Yes

51. Did you hold an instrument proficiency check airman authorization for a part 135 operator or proficiency check airman authorization for a part 121 operator on multiengine airplanes?

- (a) No
- (b) Yes

52. Did you hold an instrument proficiency check airman authorization for a part 135 operator or proficiency check airman authorization for a part 121 operator on turbine-powered airplanes?

- (a) No
- (b) Yes

53. Did you hold an instrument proficiency check airman authorization for a part 135 operator or proficiency check airman authorization for a part 121 operator on airplanes over 12,500 pounds maximum certificated takeoff weight?

- (a) No
- (b) Yes

54. Did you utilize GPS, OMEGA, and/or INS specialized means of navigation on an airplane as an instrument proficiency check airman for a part 135 operator or proficiency check airman for a part 121 operator?

- (a) No
- (b) Yes

55. Were you qualified as an instrument proficiency check airman for a part 135 operator or proficiency check airman for a part 121 operator for category II and/or III approaches in an airplane?

- (a) No
- (b) Yes

56. Did you hold an instrument proficiency check airman authorization for a part 135 operator or proficiency check airman authorization for a part 121 operator on airplanes equipped with electronic flight instrument systems (EFIS)?

- (a) No
- (b) Yes

57. Have you performed BOTH as an instrument proficiency check airman in an airplane for a part 135 operator AND a proficiency check airman in an airplane for a part 121 operator?
- (a) No
 - (b) Yes
58. How long were you an instrument proficiency check airman for a part 135 operator and/or proficiency check airman for a part 121 operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
59. When was the last time you held a position as an instrument proficiency check airman for a part 135 operator or proficiency check airman for a part 121 operator?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Chief Pilot

60. Have you held a position as a chief pilot with a part 121 operator?
- (a) No
 - (b) Yes
61. Have you held a position as a chief pilot with a part 135 operator operating airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #60 and #61, go to question #69; if you answered (b) to either question #60 or #61, continue in this section. Combine all chief pilot experience you have had with part 121 and part 135 operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE ON AIRPLANES.

62. At any one time, what was the largest number of pilots who you supervised as chief pilot for a part 121 or 135 operator?
- (a) Less than 6
 - (b) 6 to 25
 - (c) More than 25
63. Did you have responsibility for the operation of multiengine turbine-powered airplanes as chief pilot for a part 121 or 135 operator?
- (a) No
 - (b) Yes
64. Did you have responsibility for the operation of airplanes over 12,500 pounds maximum certificated takeoff weight as chief pilot for a part 121 or 135 operator?
- (a) No
 - (b) Yes
65. Did you have responsibility for the operation of airplanes equipped with GPS, OMEGA, and/or INS specialized means of navigation as chief pilot for a part 121 or 135 operator?
- (a) No
 - (b) Yes
66. Did you have responsibility for the operation of airplanes equipped with electronic flight instrument systems (EFIS) as chief pilot for a part 121 or 135 operator?
- (a) No
 - (b) Yes

67. How long were you a chief pilot for a part 121 or 135 operator operating airplanes?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
68. When was the last time you held a position as a chief pilot for a part 121 or 135 operator operating airplanes?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Director of Operations

69. Have you held a position as a director of operations with a part 121 operator?
- (a) No
 - (b) Yes
70. Have you held a position as a director of operations with a part 135 operator operating airplanes?
- (a) No
 - (b) Yes

If you answered (a) to both questions #69 and #70, go to question #78; if you answered (b) to either question #69 or #70, continue in this section. Combine all director of operations experience you have had with part 121 and part 135 operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE ON AIRPLANES.

71. At any one time, what was the largest number of pilots for whom you were responsible as director of operations for a part 121 or 135 operator?
- (a) Less than 6
 - (b) 6 to 25
 - (c) More than 25
72. Did you have responsibility for the operation of multiengine turbine-powered airplanes as director of operations for a part 121 or 135 operator?
- (a) No
 - (b) Yes
73. Did you have responsibility for the operation of airplanes over 12,500 pounds maximum certificated takeoff weight as director of operations for a part 121 or 135 operator?
- (a) No
 - (b) Yes
74. Did you have responsibility for the operation of airplanes equipped with GPS, OMEGA, and/or INS specialized means of navigation as director of operations for a part 121 or 135 operator?
- (a) No
 - (b) Yes
75. Did you have responsibility for the operation of airplanes equipped with electronic flight instrument systems (EFIS) as director of operations for a part 121 or 135 operator?
- (a) No
 - (b) Yes
76. How long were you a director of operations for a part 121 or 135 operator operating airplanes?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years

77. When was the last time you held a position as a director of operations for a part 121 or 135 operator operating airplanes?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

WORK EXPERIENCE AREA:
Part 91, 125, 129, and 137 Flight Operations Experience (Airplane)
(Includes Public Use Airplanes)

THIS SECTION INCLUDES EXPERIENCE AS A CIVILIAN EMPLOYEE IN A MILITARY ORGANIZATION. IT ALSO INCLUDES EXPERIENCE WITH AN ORGANIZATION OPERATING AIRPLANES ON CONTRACT TO THE MILITARY.

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

78. Have you operated or have you been responsible for the operation of an airplane under one or more parts of the following Federal Aviation Regulations: part 91, part 125, part 129, or part 137, excluding military flight operations experience?
- (a) No
 - (b) Yes

If you answered (a) to question #78, go to question #113; if you answered (b), continue in this section.

POSITION: Pilot-in-Command (PIC)

79. Have you held a position as a PIC of an airplane under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes

If you answered (a) to question #79, go to question #91; if you answered (b) continue in this section. Combine all PIC experience you have had under parts 91, 125, 129, and 137 in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

80. Did you fly pressurized airplanes while holding the position of PIC under part 91, 125, 129, or 137, excluding flight instruction?
- (a) No
 - (b) Yes
81. Did you fly turbine-powered airplanes while holding the position of PIC under part 91, 125, 129, or 137, excluding flight instruction?
- (a) No
 - (b) Yes
82. Did you fly airplanes over 12,500 pounds maximum certificated takeoff weight while holding the position of PIC under part 91, 125, 129, or 137, excluding flight instruction?
- (a) No
 - (b) Yes
83. Did you utilize GPS, OMEGA, and/or INS specialized means of navigation while holding the position of PIC of an airplane under part 91, 125, 129, or 137, excluding flight instruction?

- (a) No
- (b) Yes

84. Were you qualified to make category II and/or III approaches while holding the position of PIC of an airplane under part 91, 125, 129, or 137, excluding flight instruction?
- (a) No
 - (b) Yes
85. Did you fly airplanes equipped with electronic flight instrument systems (EFIS) while holding the position of PIC under part 91, 125, 129, or 137, excluding flight instruction?
- (a) No
 - (b) Yes
86. How many airplane multiengine flight hours have you logged as PIC under part 91, 125, 129, or 137, excluding flight instruction hours given?
- (a) Less than 500 hours
 - (b) 500 to 3000 hours
 - (c) More than 3000 hours
87. Did you hold a position of PIC of an airplane with a part 125 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
88. Did you hold a position of PIC of an airplane with a part 137 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
89. How long were you a PIC of an airplane under part 91, 125, 129, or 137?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
90. When was the last time you held the position of PIC of an airplane under part 91, 125, 129, or 137?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Flight Instructor

91. Have you held a position as a flight instructor in an airplane under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes

If you answered (a) to question #91, go to question #102; if you answered (b), continue in this section. Combine all flight instructor experience you have had under parts 91, 125, 129, and 137 in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

92. How many of the following nine certification or rating courses have you taught as a flight instructor in an airplane under part 91, 125, 129, or 137: private pilot, commercial pilot, instrument, multiengine, flight instructor, instrument flight instructor, multiengine flight instructor, airline transport pilot, airplane type rating?
- (a) None
 - (b) 1 to 5
 - (c) More than 5
93. Did you give flight instruction in pressurized airplanes under part 91, 125, 129, or 137?

- (a) No
- (b) Yes

94. Did you give flight instruction in turbine-powered airplanes under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes
95. Did you give flight instruction in airplanes over 12,500 pounds maximum certificated takeoff weight under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes
96. Did you give flight instruction on GPS, OMEGA, and/or INS specialized means of navigation in an airplane under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes
97. Did you give flight instruction in airplanes equipped with electronic flight instrument systems (EFIS) under part 91, 125, 129, or 137?
- (a) No
 - (b) Yes
98. How many airplane multiengine flight instruction hours have you given under part 91, 125, 129, or 137?
- (a) None
 - (b) More than 0, but less than 500 hours
 - (c) 500 to 1000 hours
 - (d) More than 1000 hours
99. How many airplane flight instruction hours have you given under part 91, 125, 129, or 137?
- (a) Less than 500 hours
 - (b) 500 to 2000 hours
 - (c) More than 2000 hours

PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

100. How long were you a flight instructor in an airplane under part 91, 125, 129, or 137?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
101. When was the last time you held a position as a flight instructor in an airplane under part 91, 125, 129, or 137?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Airman (Parts 125 and 129)

102. Have you held a position as an airplane line and/or proficiency check airman with a part 125 or part 129 operator?
- (a) No
 - (b) Yes

If you answered (a) to question #102, go to question #105; if you answered (b), continue in this section. Combine all airplane line and/or proficiency check airman experience you have had with part 125 and part 129 operators in

answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

103. How long were you an airplane line and/or proficiency check airman with a part 125 or 129 operator?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
104. When was the last time you held a position as an airplane line and/or proficiency check airman with a part 125 or 129 operator?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Chief Pilot (Parts 91, 125, and 129)

105. Have you held a position as a chief pilot with a part 91, 125, or 129 operator which operated airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #105, go to question #109; if you answered (b), continue in this section. Combine all chief pilot experience you have had with parts 91, 125, and 129 operators in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

106. At any one time, what was the largest number of pilots who you supervised as chief pilot for a part 91, 125, or 129 operator that operated airplanes?
- (a) Less than 6
 - (b) 6 to 25
 - (c) More than 25
107. How long were you a chief pilot for a part 91, 125 or 129 operator operating airplanes?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
108. When was the last time you held a position as a chief pilot for a part 91, 125 or 129 operator operating airplanes?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Director of Operations (Parts 91, 125, and 129)

109. Have you held a position as a director of operations or a position responsible for oversight of chief pilots with a part 91, 125, or 129 operator operating airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #109, go to question #113; if you answered (b), continue in this section. Combine all director of operations experience you have had with parts 91, 125, and 129 operators in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

110. At any one time, what was the largest number of pilots for whom you were responsible as director of operations for a part 91, 125, or 129 operator?
- (a) Less than 6
 - (b) 6 to 25

(c) More than 25

111. How long were you a director of operations for a part 91, 125 or 129 operator operating airplanes?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

112. When was the last time you held a position as a director of operations for a part 91, 125 or 129 operator operating airplanes?

- (a) Over 5 years ago
- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

WORK EXPERIENCE AREA:

Part 141 Pilot Schools, Part 142 Training Centers, and Part 61 Training Facilities (Airplane)

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

113. Have you had at least 1 year of experience in an instructor, an evaluator, or a higher level flight management position with a part 141 pilot school, a part 142 training center or a part 61 training facility?

- (a) No
- (b) Yes

If you answered (a) to question #113, go to question #168; if you answered (b), continue in this section.

POSITION: Simulator Instructor

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANE SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

114. Have you held a position as an instructor in an airplane simulator with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?

- (a) No
- (b) Yes

If you answered (a) to question #114, go to question #126; if you answered (b), continue in this section. Combine all simulator instructor experience you have had with part 141 pilot schools, part 142 training centers and part 61 exemption-holding simulator training centers in answering these questions.

115. On how many different types of airplanes did you give simulator instruction with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?

- (a) 1
- (b) 2 to 4
- (c) More than 4

116. How many of the following nine certification or rating courses have you taught as an instructor in airplane simulators with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center: private pilot, commercial pilot, instrument, multiengine, flight instructor, instrument flight instructor, multiengine flight instructor, airline transport pilot, airplane type rating?

- (a) None
- (b) 1 to 5
- (c) More than 5

117. Did you give instruction in simulators replicating pressurized airplanes with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
118. Did you give instruction in simulators replicating turbine-powered airplanes with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
119. Did you give instruction in simulators replicating airplanes over 12,500 pounds maximum certificated takeoff weight with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
120. Did you give instruction on GPS, OMEGA, and/or INS specialized means of navigation in an airplane simulator with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
121. Did you give instruction in airplane simulators equipped with electronic flight instrument systems (EFIS) with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
122. Did you give instruction in airplane simulators for category II and III approach authorizations with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
123. Were you qualified to give instruction in airplane simulators in any contracting part 121, 125, or 135 air operator training program with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
124. How long were you an instructor in airplane simulators with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
125. When was the last time you held a position as an instructor in airplane simulators with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Flight Instructor

126. Have you held a position as a flight instructor in an airplane under part 61, 141, or 142?
- (a) No
 - (b) Yes

If you answered (a) to question #126, go to question #138; if you answered (b), continue in this section. Combine all flight instructor experience you have had under part 61, 141, or 142 in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

127. How many of the following nine certification or rating courses have you taught as a flight instructor in an airplane under part 61, 141, or 142: private pilot, commercial pilot, instrument, multiengine, flight instructor, instrument flight instructor, multiengine flight instructor, airline transport pilot, airplane type rating
- (a) None
 - (b) 1 to 5
 - (c) More than 5
128. Did you give flight instruction in pressurized airplanes under part 61, 141, or 142?
- (a) No
 - (b) Yes
129. Did you give flight instruction in turbine-powered airplanes under part 61, 141, or 142?
- (a) No
 - (b) Yes
130. Did you give flight instruction in airplanes over 12,500 pounds maximum certificated takeoff weight under part 61, 141, or 142?
- (a) No
 - (b) Yes
131. Did you give flight instruction on GPS, OMEGA, and/or INS specialized means of navigation in an airplane under part 61, 141, or 142?
- (a) No
 - (b) Yes
132. Did you give flight instruction in airplanes equipped with electronic flight instrument systems (EFIS) under part 61, 141, or 142?
- (a) No
 - (b) Yes
133. Did you give flight instruction in airplanes for category II and III approach authorizations under part 61, 141, or 142?
- (a) No
 - (b) Yes
134. How many airplane multiengine flight instruction hours have you given under part 61, 141, or 142?
- (a) None
 - (b) More than 0, but less than 500 hours
 - (c) 500 to 1000 hours
 - (d) More than 1000 hours
135. How many airplane flight instruction hours have you given under part 61, 141, or 142?
- (a) Less than 500 hours
 - (b) 500 to 2000 hours
 - (c) More than 2000 hours

PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

136. How long were you a flight instructor in an airplane under part 61, 141, or 142?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years

137. When was the last time you held a position as a flight instructor in an airplane under part 61, 141, or 142?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Instructor

138. Have you held a position as a check instructor in an airplane with a part 141 pilot school?
- (a) No
 - (b) Yes

If you answered (a) to question #138, go to question #143; if you answered (b), continue in this section. Combine all check instructor experience you have had with part 141 pilot schools in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

139. For how many of the following nine certifications or ratings have you conducted tests/checks as a check instructor in an airplane with a part 141 pilot school: private pilot, commercial pilot, instrument, multiengine, flight instructor, instrument flight instructor, multiengine flight instructor, airline transport pilot, airplane type rating?
- (a) None
 - (b) 1 to 5
 - (c) More than 5
140. How many student stage checks, end-of-course tests, and instructor proficiency checks have you conducted in an airplane as a check instructor with a part 141 pilot school?
- (a) Less than 100 tests/checks
 - (b) 100 to 500 tests/checks
 - (c) More than 500 tests/checks
141. How long were you a check instructor in an airplane with a part 141 pilot school?
- (a) Less than 1 year
 - (b) 1 year or more
142. When was the last time you held a position as a check instructor in an airplane with a part 141 pilot school?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Training Center Evaluator (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANE SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

143. Have you held a position as a training center evaluator in an airplane simulator with a part 142 training center or as a designated pilot examiner, check airmen, or pilot proficiency examiner in an airplane simulator with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

If you answered (a) to question #143, go to question #151; if you answered (b), continue in this section. Combine all training center evaluator experience you have had with part 142 training centers and designated pilot examiner, check airmen, and pilot proficiency examiner experience you have had with part 61 exemption-holding simulator training centers in answering these questions.

144. Did you conduct checks in a simulator replicating an airplane over 12,500 pounds maximum certificated take-off weight as a training center evaluator with a part 142 training center or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
145. Did you hold the authority to conduct part 61.58 pilot proficiency checks in an airplane simulator while you were a training center evaluator with a part 142 training center or pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
146. Did you hold the authority to conduct practical tests for certification or additional ratings in an airplane simulator while you were a training center evaluator with a part 142 training center or a designated pilot examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
147. Did you hold the authority to act as a simulator check airman in an airplane simulator for contracting part 121, 125, or 135 air operators with a part 142 training center or a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
148. On how many different types of airplanes were you a training center evaluator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
149. How long were you a training center evaluator in an airplane simulator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner in an airplane simulator with a part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
150. When was the last time you held a position as a training center evaluator in an airplane simulator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner in an airplane simulator with a part 61 exemption-holding simulator training center?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Chief Flight Instructor/Assistant Chief Flight Instructor
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Combine all supervisory flight instructor experience you have had with part 61 flight training facilities in answering the following question.

151. Have you held a position responsible for the supervision of flight instructors with a part 61 flight training facility operating airplanes?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more

152. Have you held a position as a chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating airplanes?
- (a) No
 - (b) Yes

If you answered (a) to question #152, go to question #159; if you answered (b), continue in this section. Combine all chief flight instructor and assistant chief flight instructor experience you have had with part 141 pilot schools in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

153. At any one time, what was the largest number of flight instructors who reported to you while you were chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating airplanes?
- (a) Less than 5
 - (b) 5 to 10
 - (c) More than 10
154. At any one time, what was the largest number of airplane training course outlines approved for a part 141 pilot school while you were chief flight instructor or assistant chief flight instructor?
- (a) Less than 6
 - (b) 6 or more
155. Were you responsible for an airplane type rating course as chief flight instructor or assistant chief flight instructor with a part 141 pilot school?
- (a) No
 - (b) Yes
156. Were you responsible for an airline transport pilot certification course as chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating airplanes?
- (a) No
 - (b) Yes
157. How long were you a chief flight instructor and/or assistant chief flight instructor with a part 141 pilot school operating airplanes?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
158. When was the last time you held a position as a chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating airplanes?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

<p>POSITION: Director of Training/Assistant Director of Training/Program Manager (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)</p>

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANE SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

159. Have you held a management position responsible for the supervision of airplane simulator training, such as director of training, assistant director of training, or program manager, in either a part 142 training center or a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

If you answered (a) to question #159, go to question #168; if you answered (b), continue in this section. Combine all management level experience you have had with part 142 training centers or part 61 exemption-holding simulator training centers in answering these questions.

160. At any one time, what was the largest number of simulator instructors who reported to you while you were in a management position such as director of training, assistant director of training, or program manager in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Less than 5
 - (b) 5 to 10
 - (c) More than 10
161. What was the largest annual student enrollment in any airplane simulator training program(s) for which you held management responsibility in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
162. Were you responsible for an airplane type rating course while you were in a management position, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
163. Were you responsible for an airline transport pilot certification course while you were in a management position responsible for the supervision of airplane simulator training, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
164. How many different types of airplanes were covered in simulator training programs for which you were responsible while you were in a management position such as director of training, assistant director of training, or program manager in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
165. At any one time, what was the largest number of FAA approved airplane simulator training programs for which you were responsible under which a part 142 training center or part 61 exemption-holding simulator training center instructed while you were in a management position such as director of training, assistant director of training, or program manager?
- (a) 1 to 10
 - (b) 11 to 20
 - (c) More than 20
166. How long were you in a management position responsible for the supervision of airplane simulator training, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
167. When was the last time you were in a management position responsible for the supervision of airplane simulator training, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Over 5 years ago

- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

WORK EXPERIENCE AREA:
Part 61, 91, 127, 133, 135, 137, 141,
and 142 Flight Operations Experience (Rotorcraft)
(Includes Public Use Rotorcraft)

THIS SECTION INCLUDES EXPERIENCE AS A CIVILIAN EMPLOYEE IN A MILITARY ORGANIZATION. IT ALSO INCLUDES EXPERIENCE WITH AN ORGANIZATION OPERATING ROTORCRAFT ON CONTRACT TO THE MILITARY.

THIS SECTION DOES NOT INCLUDE ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE, WHICH SHOULD BE CREDITED UNDER THE "MILITARY FLIGHT OPERATIONS EXPERIENCE (ROTORCRAFT)" SECTION.

168. Do you have a rotorcraft-helicopter rating on a commercial pilot or ATP certificate AND have you logged at least 250 flight hours in a rotorcraft as PIC?
- (a) No
 - (b) Yes
169. Have you operated or have you been responsible for the operation of rotorcraft under one or more parts of the following Federal Aviation Regulations: part 61, part 91, part 127, part 133, part 135, part 137, part 141, and part 142, excluding military flight operations experience?
- (a) No
 - (b) Yes

If you answered (a) to either question #168 or #169, go to question #262; if you answered (b) to both questions #168 and #169, continue in this section.

POSITION: Pilot-in-Command (PIC)

170. Have you held a position as a PIC of a rotorcraft?
- (a) No
 - (b) Yes

If you answered (a) to question #170, go to question #182; if you answered (b), continue in this section. Combine all PIC experience you have had under parts 91, 127, 133, 135, and 137 in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

171. Did you fly transport category rotorcraft while holding the position of PIC, excluding flight instruction?
- (a) No
 - (b) Yes
172. Did you fly multiengine rotorcraft while holding the position of PIC, excluding flight instruction?
- (a) No
 - (b) Yes
173. Did you fly rotorcraft equipped with electronic flight instrument systems (EFIS) while holding the position of PIC, excluding flight instruction?
- (a) No
 - (b) Yes

174. How many rotorcraft instrument flight hours have you logged while holding the position of PIC, excluding flight instruction hours given?
- (a) None
 - (b) More than 0, but less than 50 hours
 - (c) 50 hours or more
175. How many rotorcraft flight hours have you logged while holding the position of PIC, excluding flight instruction hours given?
- (a) Less than 500 hours
 - (b) 500 to 2000 hours
 - (c) More than 2000 hours
176. Did you hold a position of PIC of a rotorcraft with a part 127 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
177. Did you hold a position of PIC of a rotorcraft with a part 133 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
178. Did you hold a position of PIC of a rotorcraft with a part 135 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
179. Did you hold a position of PIC of a rotorcraft with a part 137 operator?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
180. How long were you a PIC of a rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
181. When was the last time you held the position of PIC of a rotorcraft?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Simulator Instructor

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

182. Have you held a position as an instructor on a rotorcraft simulator with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

If you answered (a) to question #182, go to question #191; if you answered (b), continue in this section. Combine all simulator instructor experience you have had with part 135 operators, part 141 pilot schools, part 142 training centers and part 61 exemption-holding simulator training centers in answering these questions.

183. On how many different types of rotorcraft did you give simulator instruction with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
184. How many of the following eight certification or rating courses have you taught as an instructor in rotorcraft simulators with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center: private pilot, commercial pilot, instrument, multiengine, flight instructor, instrument flight instructor, airline transport pilot, rotorcraft type rating?
- (a) None
 - (b) 1 to 5
 - (c) More than 5
185. Did you give instruction in simulators replicating transport category rotorcraft with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
186. Did you give instruction in rotorcraft simulators equipped with electronic flight instrument systems (EFIS) with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
187. Did you give instruction in multiengine rotorcraft simulators with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
188. Were you qualified to give instruction in rotorcraft simulators in any contracting part 133 or part 135 air operator training program with a part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
189. How long were you an instructor in a rotorcraft simulator with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
190. When was the last time you held a position as an instructor in a rotorcraft simulator with a part 135 operator, part 141 pilot school, part 142 training center, or part 61 exemption-holding simulator training center?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Flight Instructor

191. Have you held a position as a flight instructor in a rotorcraft?
- (a) No
 - (b) Yes

If you answered (a) to question #191, go to question #200; if you answered (b), continue in this section. Combine all flight instructor experience you have had under parts 61, 91, 127, 133, 135, 137, 141 and 142 in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

192. How many of the following seven certification or rating courses have you taught as a flight instructor in rotorcraft: private pilot, commercial pilot, instrument, flight instructor, instrument flight instructor, airline transport pilot, rotorcraft type rating?
- (a) None
 - (b) 1 to 3
 - (c) More than 3
193. Of the courses listed in question #192, how many did you instruct under part 141 or 142?
- (a) None
 - (b) 1 to 3
 - (c) More than 3
194. Did you give flight instruction in transport category rotorcraft?
- (a) No
 - (b) Yes
195. Did you give flight instruction in multiengine rotorcraft?
- (a) No
 - (b) Yes
196. Did you give flight instruction in rotorcraft equipped with electronic flight instrument systems (EFIS)?
- (a) No
 - (b) Yes
197. How many rotorcraft flight instruction hours have you given?
- (a) Less than 500 hours
 - (b) 500 to 1000 hours
 - (c) More than 1000 hours

PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

198. How long were you a flight instructor in a rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
199. When was the last time you held a position as a flight instructor in a rotorcraft?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Check Instructor

200. Have you held a position as a check instructor in a rotorcraft with a part 141 pilot school?
- (a) No
 - (b) Yes

If you answered (a) to question #200, go to question #205; if you answered (b), continue in this section. Combine all check instructor experience you have had with part 141 pilot schools in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

201. For how many of the following seven certifications or ratings have you conducted tests/checks as a check instructor in a rotorcraft: private pilot, commercial pilot, instrument, flight instructor, instrument flight instructor, airline transport pilot, rotorcraft type rating?
- (a) None
 - (b) 1 to 5

(c) More than 5

202. How many student stage checks, end-of-course tests, and instructor proficiency checks have you conducted in a rotorcraft as a check instructor?
- (a) Less than 75 tests/checks
 - (b) 75 to 300 tests/checks
 - (c) More than 300 tests/checks
203. How long were you a check instructor in a rotorcraft with a part 141 pilot school?
- (a) Less than 1 year
 - (b) One year or more
204. When was the last time you held a position as a check instructor in a rotorcraft with a part 141 pilot school?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Training Center Evaluator (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)
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THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

205. Have you held a position as a training center evaluator in a rotorcraft simulator with a part 142 training center or as a designated pilot examiner, check airmen, or pilot proficiency examiner in a rotorcraft simulator with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

If you answered (a) to question #205, go to question #213; if you answered (b), continue in this section. Combine all training center evaluator experience you have had with part 142 training centers and designated pilot examiner, check airmen, and pilot proficiency examiner experience you have had with part 61 exemption-holding simulator training centers in answering these questions.

206. Did you conduct checks in a simulator replicating transport category rotorcraft as a training center evaluator with a part 142 training center or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
207. Did you hold the authority to conduct part 61.58 pilot proficiency checks in a rotorcraft simulator while you were a training center evaluator with a part 142 training center or pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
208. Did you hold the authority to conduct practical tests for certification or additional ratings in a rotorcraft simulator while you were a training center evaluator with a part 142 training center or a designated pilot examiner with a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
209. Did you hold the authority to act as a simulator check airman in a rotorcraft simulator for contracting part 133 or part 135 air operators with a part 142 training center or a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

210. On how many different types of rotorcraft were you a training center evaluator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner with a part 61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
211. How long were you a training center evaluator in a rotorcraft simulator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner in a rotorcraft simulator with a part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
212. When was the last time you held a position as a training center evaluator in a rotorcraft simulator with a part 142 training center, or a designated pilot examiner, check airmen, or a pilot proficiency examiner in a rotorcraft simulator with a part 61 exemption-holding simulator training center?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Chief Flight Instructor/Assistant Chief Flight Instructor
--

Combine all supervisory flight instructor experience you have had with part 61 flight training facilities in answering the following question.

213. Have you held a position responsible for the supervision of flight instructors with a part 61 flight training facility operating rotorcraft?
- (a) No
 - (b) Yes, for less than 1 year
 - (c) Yes, for 1 year or more
214. Have you held a position as a chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating rotorcraft?
- (a) No
 - (b) Yes

If you answered (a) to question #214, go to question #220; if you answered (b), continue in this section. Combine all chief flight instructor and assistant chief flight instructor experience you have had with part 141 pilot schools in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

215. At any one time, what was the largest number of flight instructors who reported to you while you were chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating rotorcraft?
- (a) Less than 3
 - (b) 3 to 5
 - (c) More than 5
216. At any one time, what was the largest number of rotorcraft training course outlines approved for a part 141 pilot school while you were chief flight instructor or assistant chief flight instructor?
- (a) Less than 3
 - (b) 3 or more
217. Were you responsible for a flight instructor certification course as chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating rotorcraft?
- (a) No

(b) Yes

218. How long were you a chief flight instructor and/or assistant chief flight instructor with a part 141 pilot school operating rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
219. When was the last time you held a position as chief flight instructor or assistant chief flight instructor with a part 141 pilot school operating rotorcraft?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

<p>POSITION: Director of Training/Assistant Director of Training/Program Manager (Part 142 Training Centers or Part 61 Exemption-Holding Simulator Training Centers)</p>

THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT SIMULATORS MEETING THE CRITERIA DESCRIBED IN THE DEFINITIONS LISTED AT THE BEGINNING OF THIS DOCUMENT.

220. Have you held a management position responsible for the supervision of rotorcraft simulator training, such as director of training, assistant director of training, or program manager in either a part 142 training center or a part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

If you answered (a) to question #220, go to question #229; if you answered (b), continue in this section. Combine all management level experience you have had with part 142 training centers and part 61 exemption-holding simulator training centers in answering these questions.

221. At any one time, what was the largest number of simulator instructors who reported to you while you were in a management position such as director of training, assistant director of training, or program manager in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Less than 5
 - (b) 5 to 10
 - (c) More than 10
222. What was the largest annual student enrollment in any rotorcraft simulator training program(s) for which you held management responsibility in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) 1 to 100
 - (b) 101 to 500
 - (c) More than 500
223. Were you responsible for a rotorcraft type rating course while you were in a management position such as director of training, assistant director of training, or program manager in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes
224. Were you responsible for an airline transport pilot certification course while you were in a management position responsible for the supervision of rotorcraft simulator training, such as director of training, assistant director of training, or program manager in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) No
 - (b) Yes

225. How many different types of rotorcraft were covered in simulator training programs for which you were responsible while you were in a management position, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) 1
 - (b) 2 to 4
 - (c) More than 4
226. At any one time, what was the largest number of FAA approved rotorcraft simulator training programs for which you were responsible under which a part 142 training center or part 61 exemption-holding simulator training center instructed while you were in a management position, such as director of training, assistant director of training, or program manager?
- (a) 1 to 10
 - (b) 11 to 20
 - (c) More than 20
227. How long were you in a management position responsible for the supervision of rotorcraft simulator training, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
228. When was the last time you were in a management position responsible for the supervision of rotorcraft simulator training, such as director of training, assistant director of training, or program manager, in a part 142 training center or part 61 exemption-holding simulator training center?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Check Airman

229. Have you held a position as a rotorcraft proficiency check airman with a part 127 or 135 operator?
- (a) No
 - (b) Yes

If you answered (a) to question #229, go to question #236; if you answered (b), continue in this section. Combine all rotorcraft proficiency check airman experience you have had with part 127 and 135 operators in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

230. Did you hold a proficiency check airman authorization on transport category rotorcraft for a part 127 or 135 operator?
- (a) No
 - (b) Yes
231. Did you hold a proficiency check airman authorization on multiengine rotorcraft for a part 127 or 135 operator?
- (a) No
 - (b) Yes
232. Did you hold a proficiency check airman authorization on rotorcraft equipped with electronic flight instrument systems (EFIS) for a part 127 or 135 operator?
- (a) No
 - (b) Yes
233. Did you hold a rotorcraft instrument proficiency check airman authorization for a part 127 or 135 operator?

- (a) No
- (b) Yes

234. How long were you a rotorcraft proficiency check airman for a part 127 or 135 operator?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

235. When was the last time you held a position as a rotorcraft proficiency check airman for a part 127 or 135 operator?

- (a) Over 5 years ago
- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

POSITION: Chief Pilot (Parts 91 and 133)

236. Have you held a position as a chief pilot with a part 91 operator operating rotorcraft?

- (a) No
- (b) Yes

237. Have you held a position as a chief pilot with a part 133 operator operating rotorcraft?

- (a) No
- (b) Yes

If you answered (a) to both questions #236 and #237, go to question #241; if you answered (b) to either question #236 or #237, continue in this section. Combine all chief pilot experience you have had with part 91 and 133 operators in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

238. At any one time, what was the largest number of pilots who you supervised as chief pilot for a part 91 or 133 operator?

- (a) Less than 6
- (b) 6 to 15
- (c) More than 15

239. How long were you a chief pilot for a part 91 or 133 operator operating rotorcraft?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

240. When was the last time you held a position as a chief pilot for a part 91 or 133 operator operating rotorcraft?

- (a) Over 5 years ago
- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

POSITION: Chief Pilot (Parts 127 and 135)
--

241. Have you held a position as a chief pilot with a part 127 operator operating rotorcraft?

- (a) No
- (b) Yes

242. Have you held a position as a chief pilot with a part 135 operator operating rotorcraft?

- (a) No
- (b) Yes

If you answered (a) to both questions #241 and #242, go to question #249; if you answered (b) to either question #241 or #242, continue in this section. Combine all chief pilot experience you have had with part 127 and 135 operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

243. At any one time, what was the largest number of pilots who you supervised as chief pilot for a part 127 or 135 operator?
- (a) Less than 6
 - (b) 6 to 15
 - (c) More than 15
244. Did you have responsibility for the operation of transport category rotorcraft as chief pilot for a part 127 or 135 operator?
- (a) No
 - (b) Yes
245. Did you have responsibility for the operation of rotorcraft equipped with electronic flight instrument systems (EFIS) as chief pilot for a part 127 or 135 operator?
- (a) No
 - (b) Yes
246. Were you responsible for conducting rotorcraft operations which included instrument flight rules (IFR) as chief pilot for a part 127 or 135 operator?
- (a) No
 - (b) Yes
247. How long were you a chief pilot for a part 127 or 135 operator operating rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
248. When was the last time you held a position as a chief pilot for a part 127 or 135 operator operating rotorcraft?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Director of Operations (Parts 91 and 133)
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249. Have you held a position as a director of operations or a position responsible for oversight of chief pilots with a part 91 operator operating rotorcraft?
- (a) No
 - (b) Yes
250. Have you held a position as a director of operations or a position responsible for oversight of chief pilots with a part 133 operator operating rotorcraft?
- (a) No
 - (b) Yes

If you answered (a) to both questions #249 and #250, go to question #254; if you answered (b) to either question #249 or #250, continue in this section. Combine all director of operations positions you have had with part 91 and 133 operators in answering the following questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

251. At any one time, what was the largest number of pilots who you supervised as director of operations for a part 91 or 133 operator?
- (a) Less than 6

- (b) 6 to 15
- (c) More than 15

252. How long were you a director of operations for a part 91 or 133 operator operating rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
253. When was the last time you held a position as a director of operations for a part 91 or 133 operator operating rotorcraft?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Director of Operations (Parts 127 and 135)

254. Have you held a position as a director of operations with a part 127 operator operating rotorcraft?
- (a) No
 - (b) Yes
255. Have you held a position as a director of operations with a part 135 operator operating rotorcraft?
- (a) No
 - (b) Yes

If you answered (a) to both questions #254 and #255, go to question #262; if you answered (b) to either question #254 or #255, continue in this section. Combine all director of operations experience you have had with part 127 and 135 operators in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

256. At any one time, what was the largest number of pilots for whom you were responsible as director of operations for a part 127 or 135 operator?
- (a) Less than 6
 - (b) 6 to 15
 - (c) More than 15
257. Did you have responsibility for the operations of transport category rotorcraft as director of operations for a part 127 or 135 operator?
- (a) No
 - (b) Yes
258. Did you have responsibility for the operations of rotorcraft equipped with electronic flight instrument systems (EFIS) as director of operations for a part 127 or 135 operator?
- (a) No
 - (b) Yes
259. Were you responsible for conducting rotorcraft operations which included instrument flight rules (IFR) as director of operations for a part 127 or 135 operator?
- (a) No
 - (b) Yes
260. How long were you a director of operations for a part 127 or 135 operator operating rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
261. When was the last time you held a position as a director of operations for a part 127 or 135 operator operating rotorcraft?

- (a) Over 5 years ago
- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

WORK EXPERIENCE AREA:

Military Flight Operations Experience (Airplane)

262. Have you successfully completed at least one standardization proficiency checkride; i.e., NATOPS, STANBOARD, or STAN/EVAL as a pilot in an airplane in the military service?

- (a) No
- (b) Yes

If you answered (a) to question #262, go to question #308; if you answered (b), continue in this section.

THIS SECTION INCLUDES ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE.

THIS SECTION DOES NOT INCLUDE EXPERIENCE AS A CIVILIAN EMPLOYEE IN A MILITARY ORGANIZATION OR EXPERIENCE WITH AN ORGANIZATION OPERATING AIRPLANES ON CONTRACT TO THE MILITARY, WHICH SHOULD BE CREDITED UNDER THE "PART 61, 91, 125, 129, and 137 FLIGHT OPERATIONS EXPERIENCE (AIRPLANE)" SECTION.

POSITION: Aircraft Commander

263. Have you held a position as an aircraft commander on an airplane in military service?

- (a) No
- (b) Yes

If you answered (a) to question #263, go to question #272; if you answered (b), continue in this section. Combine all aircraft commander experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

264. Did you fly airplanes over 12,500 pounds gross takeoff weight as an aircraft commander in military service?

- (a) No
- (b) Yes

265. Did you fly turbine-powered airplanes as an aircraft commander in military service?

- (a) No
- (b) Yes

266. Did you fly pressurized airplanes as an aircraft commander in military service?

- (a) No
- (b) Yes

267. Did you utilize GPS, OMEGA, and/or INS specialized means of navigation as an aircraft commander of an airplane in military service?

- (a) No
- (b) Yes

268. Did you fly airplanes equipped with electronic flight instrument systems (EFIS) as an aircraft commander in military service?

- (a) No
- (b) Yes

269. How many airplane multiengine flight hours have you logged as an aircraft commander, excluding flight instruction hours given?
- (a) None
 - (b) More than 0, but less than 500 hours
 - (c) 500 to 3000 hours
 - (d) More than 3000 hours

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

270. How long were you an aircraft commander of an airplane in military service?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
271. When was the last time you held a position as an aircraft commander of an airplane in military service?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Instructor Pilot (Simulator)

272. Have you held a position as an instructor pilot in an airplane simulator in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #272, go to question #275; if you answered (b), continue in this section. Combine all military simulator instructor pilot experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANE SIMULATORS.

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

273. How long were you an instructor pilot in an airplane simulator in military service?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
274. When was the last time you held a position as an instructor pilot in an airplane simulator in military service?
- (a) Over 3 years ago
 - (b) Between 1 and 3 years ago
 - (c) Within the past year

POSITION: Instructor Pilot (Flight)

275. Have you held a position as a flight instructor pilot for an airplane in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #275, go to question #284; if you answered (b), continue in this section. Combine all military flight instructor pilot experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

276. Did you give flight instruction in airplanes over 12,500 pounds gross takeoff weight in military service?

- (a) No
- (b) Yes

277. Did you give flight instruction in turbine-powered airplanes in military service?

- (a) No
- (b) Yes

278. Did you give flight instruction in pressurized airplanes in military service?

- (a) No
- (b) Yes

279. Did you give flight instruction on GPS, OMEGA, and/or INS specialized means of navigation in an airplane in military service?

- (a) No
- (b) Yes

280. Did you give flight instruction in airplanes equipped with electronic flight instrument systems (EFIS) in military service?

- (a) No
- (b) Yes

281. How many airplane flight instruction hours have you given in military service?

- (a) Less than 500 hours
- (b) 500 to 2000 hours
- (c) More than 2000 hours

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

282. How long were you a flight instructor in an airplane in military service?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

283. When was the last time you held a position as a flight instructor in an airplane in military service?

- (a) Over 3 years ago
- (b) Between 1 and 3 years ago
- (c) Within the past year

POSITION: STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator
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284. Have you held a position as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator on an airplane in military service?

- (a) No
- (b) Yes

If you answered (a) to question #284, go to question #292; if you answered (b), continue in this section. Combine all STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

285. Did you conduct flight checks in airplanes over 12,500 pounds gross takeoff weight in military service?

- (a) No
- (b) Yes

286. Did you conduct flight checks in turbine-powered airplanes in military service?

- (a) No
- (b) Yes

287. Did you conduct flight checks in pressurized airplanes in military service?

- (a) No
- (b) Yes

288. Did you conduct flight checks utilizing GPS, OMEGA, and/or INS specialized means of navigation in an airplane in military service?

- (a) No
- (b) Yes

289. Did you conduct flight checks on airplanes equipped with electronic flight instrument systems (EFIS) in military service?

- (a) No
- (b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

290. How long were you a STAN/EVAL or STAN-BOARD check pilot or NATOPS evaluator in an airplane in military service?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

291. When was the last time you held a position as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in an airplane in military service?

- (a) Over 5 years ago
- (b) Between 3 and 5 years ago
- (c) Within the past 3 years

POSITION: Squadron Operations Officer

292. Have you held a position as a squadron operations officer for flight operations of airplanes in military service?

- (a) No
- (b) Yes

If you answered (a) to question #292, go to question #300; if you answered (b), continue in this section. Combine all squadron operations officer experience you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

293. What was the largest number of pilots who you supervised as a squadron operations officer?

- (a) 1 to 25
- (b) 26 to 50
- (c) 51 to 100
- (d) More than 100

294. Were you responsible for the operation of airplanes over 12,500 pounds gross takeoff weight as a squadron operations officer?

- (a) No
- (b) Yes

295. Were you responsible for the operation of turbine-powered airplanes as a squadron operations officer?

- (a) No

(b) Yes

296. Were you responsible for the operation of airplanes equipped with GPS, OMEGA, and/or INS specialized means of navigation as a squadron operations officer?

(a) No

(b) Yes

297. Were you responsible for the operation of airplanes equipped with electronic flight instrument systems (EFIS) as a squadron operations officer?

(a) No

(b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

298. How long were you a squadron operations officer for flight operations?

(a) Less than 1 year

(b) 1 to 3 years

(c) More than 3 years

299. When was the last time you held a position as a squadron operations officer for flight operations of airplanes?

(a) Over 5 years ago

(b) Between 3 and 5 years ago

(c) Within the past 3 years

POSITION: Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander
--

300. Have you held a position as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of airplanes in military service?

(a) No

(b) Yes

If you answered (a) to question #300, go to question #308; if you answered (b), continue in this section. Combine all wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander experience you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH AIRPLANES.

301. What was the largest number of pilots you supervised as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?

(a) 1 to 25

(b) 26 to 50

(c) 51 to 100

(d) More than 100

302. Were you responsible for the operations of airplanes over 12,500 pounds gross takeoff weight as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?

(a) No

(b) Yes

303. Were you responsible for the operations of turbine-powered airplanes as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?

(a) No

(b) Yes

304. Were you responsible for the operations of airplanes equipped with GPS, OMEGA, and/or INS specialized means of navigation as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
(a) No
(b) Yes
305. Were you responsible for the operations of airplanes equipped with electronic flight instrument systems (EFIS) as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
(a) No
(b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

306. How long were you a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of airplanes?
(a) Less than 1 year
(b) 1 to 3 years
(c) More than 3 years
307. When was the last time you held a position as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of airplanes?
(a) Over 5 years ago
(b) Between 3 and 5 years ago
(c) Within the past 3 years

WORK EXPERIENCE AREA:

Military Flight Operations Experience (Rotorcraft)

308. Have you successfully completed at least one standardization proficiency checkride; i.e., NATOPS, STANBOARD, or STAN/EVAL as a pilot in a rotorcraft in military service?
(a) No
(b) Yes

If you answered (a) to question #308, go to THE END; if you answered (b), continue in this section.

THIS SECTION INCLUDES ACTIVE DUTY, RESERVE, OR NATIONAL GUARD MILITARY SERVICE EXPERIENCE.

THIS SECTION DOES NOT INCLUDE EXPERIENCE AS A CIVILIAN EMPLOYEE IN A MILITARY ORGANIZATION OR EXPERIENCE WITH AN ORGANIZATION OPERATING ROTORCRAFT ON CONTRACT TO THE MILITARY, WHICH SHOULD BE CREDITED UNDER THE "PART 61, 91, 127, 133, 135, 137, and 141 FLIGHT OPERATIONS EXPERIENCE (ROTORCRAFT)" SECTION.

POSITION: Aircraft Commander

309. Have you held a position as an aircraft commander of a rotorcraft in military service?
(a) No
(b) Yes

If you answered (a) to question #309, go to question #318; if you answered (b), continue in this section. Combine all aircraft commander experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

310. Did you fly rotorcraft over 12,500 pounds gross takeoff weight as an aircraft commander in military service?
(a) No
(b) Yes
311. Did you fly multiengine rotorcraft as an aircraft commander in military service?
(a) No
(b) Yes
312. Did you utilize GPS, OMEGA, and/or INS specialized means of navigation as an aircraft commander of a rotorcraft in military service?
(a) No
(b) Yes
313. Did you fly rotorcraft equipped with electronic flight instrument systems (EFIS) as an aircraft commander in military service?
(a) No
(b) Yes
314. How many rotorcraft instrument flight hours have you logged as an aircraft commander, excluding flight instruction hours given?
(a) None
(b) More than 0, but less than 100 hours
(c) 100 hours or more
315. How many rotorcraft flight hours have you logged as an aircraft commander, excluding flight instruction hours given?
(a) Less than 500 hours
(b) 500 to 2000 hours
(c) More than 2000 hours

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

316. How long were you an aircraft commander of a rotorcraft in military service?
(a) Less than 1 year
(b) 1 to 3 years
(c) More than 3 years
317. When was the last time you held a position as an aircraft commander of a rotorcraft in military service?
(a) Over 3 years ago
(b) Between 1 and 3 years ago
(c) Within the past year

POSITION: Instructor Pilot (Simulator)

318. Have you held a position as an instructor pilot in a rotorcraft simulator in military service?
(a) No
(b) Yes

If you answered (a) to question #318, go to question #321; if you answered (b), continue in this section. Combine all military simulator instructor pilot experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT SIMULATORS.

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

319. How long were you an instructor pilot in a rotorcraft simulator in military service?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

320. When was the last time you held a position as an instructor pilot in a rotorcraft simulator in military service?

- (a) Over 3 years ago
- (b) Between 1 and 3 years ago
- (c) Within the past year

POSITION: Instructor Pilot (Flight)
--

321. Have you held a position as a flight instructor pilot for a rotorcraft in military service?

- (a) No
- (b) Yes

If you answered (a) to question #321, go to question #329; if you answered (b), continue in this section. Combine all military flight instructor pilot experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

322. Did you give flight instruction in rotorcraft over 12,500 pounds gross takeoff weight in military service?

- (a) No
- (b) Yes

323. Did you give flight instruction in multiengine rotorcraft in military service?

- (a) No
- (b) Yes

324. Did you give flight instruction on GPS, OMEGA, and/or INS specialized means of navigation in rotorcraft in military service?

- (a) No
- (b) Yes

325. Did you give flight instruction in rotorcraft equipped with electronic flight instrument systems (EFIS) in military service?

- (a) No
- (b) Yes

326. How many rotorcraft flight instruction hours have you given in military service?

- (a) Less than 500 hours
- (b) 500 to 1000 hours
- (c) More than 1000 hours

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

327. How long were you a flight instructor pilot in a rotorcraft in military service?

- (a) Less than 1 year
- (b) 1 to 3 years
- (c) More than 3 years

328. When was the last time you held a position as a flight instructor in a rotorcraft in military service?

- (a) Over 3 years ago
- (b) Between 1 and 3 years ago
- (c) Within the past year

POSITION: STAN-BOARD or STAN/EVAL Check Pilot or NATOPS Evaluator
--

329. Have you held a position as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator on a rotorcraft in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #329, go to question #336; if you answered (b), continue in this section. Combine all STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator experience you have had in answering these questions. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

330. Did you conduct flight checks in rotorcraft over 12,500 pounds gross takeoff weight in military service?
- (a) No
 - (b) Yes
331. Did you conduct flight checks in multiengine rotorcraft in military service?
- (a) No
 - (b) Yes
332. Did you conduct flight checks in rotorcraft equipped with GPS, OMEGA, and/or INS specialized means of navigation in military service?
- (a) No
 - (b) Yes
333. Did you conduct flight checks in rotorcraft equipped with electronic flight instrument systems (EFIS) in military service?
- (a) No
 - (b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

334. How long were you a STAN/EVAL or STAN-BOARD check pilot or NATOPS evaluator in a rotorcraft in military service?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
335. When was the last time you held a position as a STAN-BOARD or STAN/EVAL check pilot or NATOPS evaluator in a rotorcraft in military service?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Squadron Operations Officer
--

336. Have you held a position as a squadron operations officer for flight operations of rotorcraft in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #336, go to question #343; if you answered (b), continue in this section. Combine all squadron operations officer experience you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

337. What was the largest number of pilots who you supervised as a squadron operations officer?
- (a) 1 to 25
 - (b) 26 to 50
 - (c) 51 to 100
 - (d) More than 100
338. Were you responsible for the operation of rotorcraft over 12,500 pounds gross takeoff weight as a squadron operations officer?
- (a) No
 - (b) Yes
339. Were you responsible for the operation of rotorcraft equipped with GPS, OMEGA, and/or INS specialized means of navigation as a squadron operations officer?
- (a) No
 - (b) Yes
340. Were you responsible for the operation of rotorcraft equipped with electronic flight instrument systems (EFIS) as a squadron operations officer?
- (a) No
 - (b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

341. How long were you a squadron operations officer for flight operations of rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
342. When was the last time you held a position as a squadron operations officer for flight operations of rotorcraft?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

POSITION: Wing/Group Director of Operations or Squadron, Company, Battalion, Wing, Group, or Regiment Commander
--

343. Have you held a position as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of rotorcraft in military service?
- (a) No
 - (b) Yes

If you answered (a) to question #343, go to THE END; if you answered (b), continue in this section. Combine all wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander experience you have had in answering these questions, unless otherwise indicated. THE FOLLOWING QUESTIONS APPLY ONLY TO EXPERIENCE WITH ROTORCRAFT.

344. What was the largest number of pilots who you supervised as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
- (a) 1 to 25
 - (b) 26 to 50

- (c) 51 to 100
- (d) More than 100

345. Were you responsible for the operations of rotorcraft over 12,500 pounds gross takeoff weight as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
- (a) No
 - (b) Yes
346. Were you responsible for the operations of rotorcraft equipped with GPS, OMEGA, and/or INS specialized means of navigation as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
- (a) No
 - (b) Yes
347. Were you responsible for the operations of rotorcraft equipped with electronic flight instrument systems (EFIS) as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander?
- (a) No
 - (b) Yes

FOR THE MILITARY RESERVE OR THE NATIONAL GUARD, PART-TIME EXPERIENCE MUST BE PRO-RATED UNDER QUESTIONS ASKING FOR THE LENGTH OF EXPERIENCE AS DESCRIBED IN THE INSTRUCTIONS AT THE BEGINNING OF THIS DOCUMENT.

348. How long were you a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of rotorcraft?
- (a) Less than 1 year
 - (b) 1 to 3 years
 - (c) More than 3 years
349. When was the last time you held a position as a wing/group director of operations or squadron, company, battalion, wing, group, or regiment commander for flight operations of rotorcraft?
- (a) Over 5 years ago
 - (b) Between 3 and 5 years ago
 - (c) Within the past 3 years

- THE END -